

F705 rivetting session 2 - 10/5/2013

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Rivetting can be such a rewarding job. You know things will be put together and will never be taken apart again. It's also that last step after a lot of preparation where you can close a chapter in the manual.

Today, I continued rivetting the F-705 seat bulkhead where I left of in the last session after rivetting on the seat back adjustment parts on F705-F

Next step was to cleco the F705-D parts on the F-705F including the F705-E doublers.



All these can be set using the pneumatic squeezer. The plans have some notes on rivet holes that need to remain open for the seat arm rest attachment and in case you build a tip up canopy. I am going for the slider so I only had to leave open 2 rivet holes for the armrest.

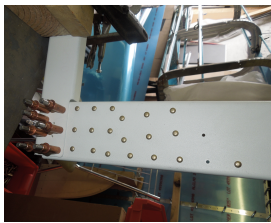


In this picture, you can see the two rivet holes that remain open. The AN470 rivets are set much nicer now. I used to have a very bad die for the AN470 rivets but they didn't really match up nicely and were forming small ring-impressions on the head. With the new dies I purchased from Aircraft Spruce, the problem has gone away.

Another shot of the left side



Right side



To ensure straightness, I clecoed the F-705A bottom spar on the assembly.

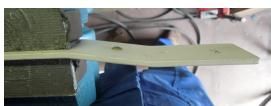


Next step was to rivet the center section bar F705-B with the bar doublers F705-C in place.

Again here, some rivets cannot be set yet because they are used to attach also the seat ribs. I put some tape over those holes to prevent accidental rivetting.



I made a mistake when matchdrilling and drilled a hole in the bar doubler where it should only have been in the center section bar. I contacted Vans support for this and they told me to put a rivet in the unneeded hole and to 'build on'. So this is what I did next. Put a AN470AD4 rivet in the hole with the manufactured head on the inside to ensure enough place.



other side:



Then rivetted it all together.



Be carefull when rivetting here. Make sure you install AN470AD4-6 rivet (second hole on the outside next to the AN3 bolt hole) now !

You won't be able to do that later if to allready clecoed and rivetted the bar doublers.

The rivet I'm talking about is the one next to the yellow cleco on the right side of the picture below.

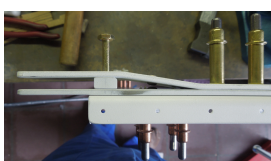


Then cleco on the bar doublers and rivet them to the center section bar and rear spar attach bulkhead.



Checked the interference between the rivet that filled up the unwanted hole in the bar doubler and the rivet that is standard to attach the center section bar to bulkhead.

No interference at all, there is a nice wide spare between both rivet heads. Great !

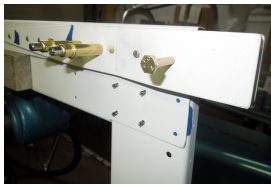


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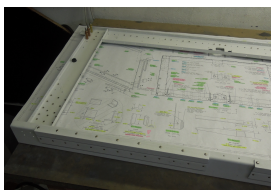
Then, set the AN426AD4 rivet on the bar doubler.



Finally, rivetted the F705-F top channel to the structure.



The final result



Installed the plastic bushings for electricity and rudder cable pass-through.

